

**Planning Commission
Staff Report**

August 22, 2012
Item 5.a.

SUBJECT: PUD-89

APPLICANT: Kier and Wright for Hendrick Automotive Group

PROPERTY OWNER: Hendrick Automotive Group

PURPOSE: Application for PUD Development Plan approval to allow the demolition of an approximately 2,950-square-foot building and the construction of an approximately 6,260-square-foot building to provide automotive detailing services, an inventory parking lot, and related site improvements.

GENERAL PLAN: Retail/Highway/Service Commercial/Business and Professional Offices

ZONING: Planned Unit Development – Service-Commercial District

LOCATION: 3932 Old Santa Rita Road

EXHIBITS: A: Draft Conditions of Approval
B: Project Plans and Narrative
C: HortScience Report, dated April 4, 2012
D: Ordinance 1178
E: Public Comment
F: Location Map and Noticing Map

BACKGROUND

Hendrick Automotive Group proposes to construct an approximately 6,260-square foot automobile detailing building and to use the site at 3932 Old Santa Rita Road for automobile detailing, inventory parking, employee facilities (e.g. break room, training room, etc), and ancillary activities. The building located at the rear of the subject property has been approved for storage of automotive parts by the Zoning Administrator. The subject property was rezoned from Service-Commercial (C-S) to Planned Unit Development – Service-Commercial District (PUD-C-S) with the adoption of Ordinance 1178 (Exhibit D) on February 12, 1985. Previous uses of the property include a contractor's storage and equipment yard, automobile dismantling and storage, and automobile inventory storage. PUD development plan applications are subject to review and approval by the City Council,

following recommendation by the Planning Commission. The Planning Commission's recommendation on the proposed PUD project will be forwarded to the City Council for review and final decision.

SITE DESCRIPTION

The subject site is approximately 43,273-square feet in size and is located on the east side of Old Santa Rita Road. Figure 1 shows a vicinity map; the subject property is identified with a red outline.

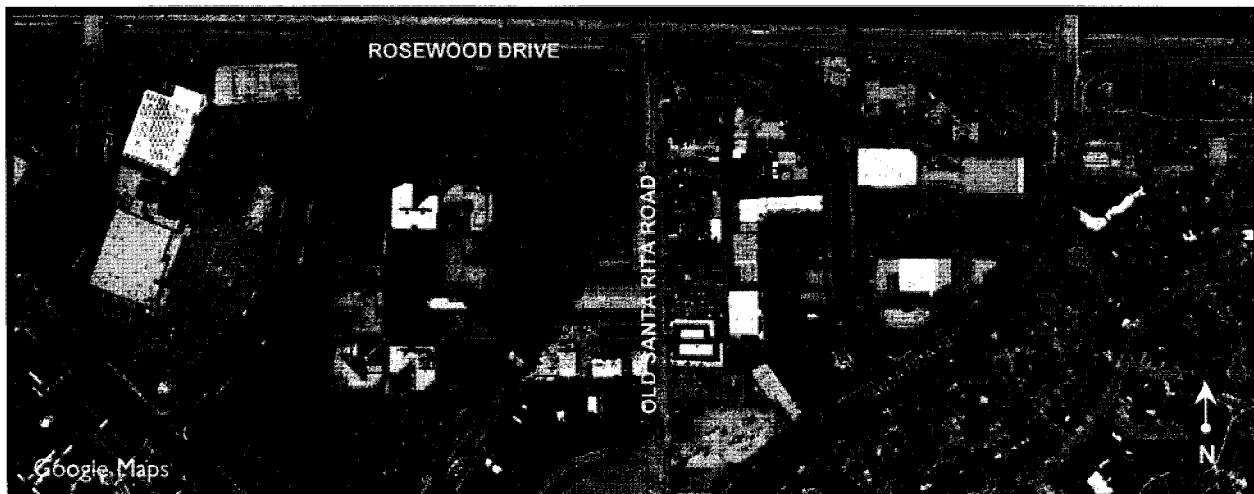


FIGURE 1: Vicinity Map

The site is bounded by residential units to the north, an automobile dismantling business to the south, the East Bay BMW dealership and service facility to the east, and dental offices directly across Old Santa Rita Road to the west. Figure 2 provides an aerial overview of the subject properties and surrounding land uses.

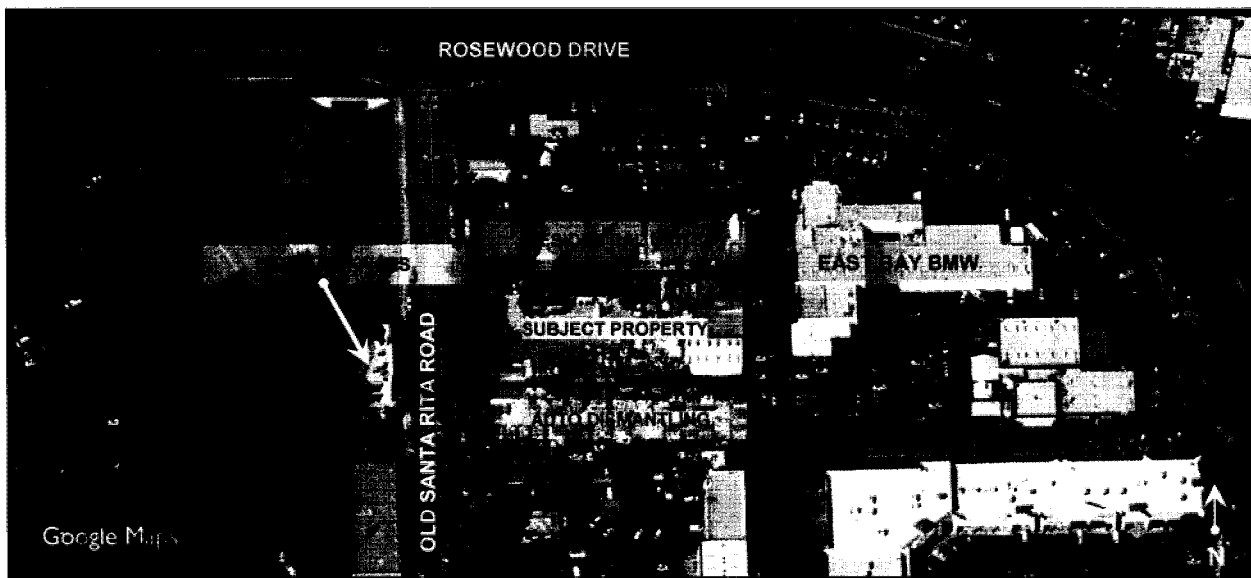
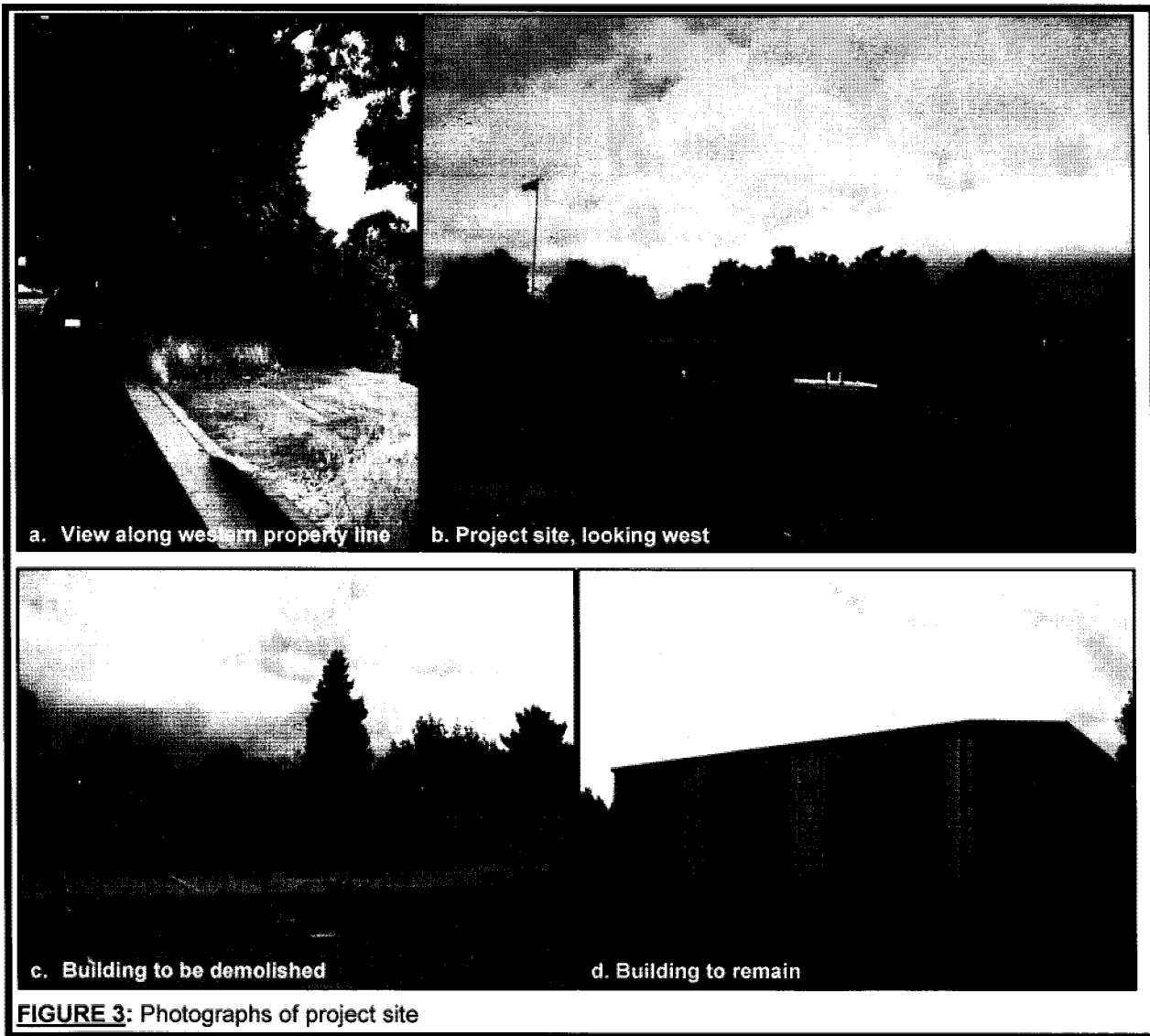


FIGURE 2: Aerial photograph showing surrounding uses

The site is generally flat, with elevations ranging from approximately 346.4 feet near Old Santa Rita Road to approximately 344.8 feet near the eastern portions of the site. California black walnut trees are located along the front (western boundary) of the property, between the curb and the existing fence. A Siberian elm tree, holly oak tree, and black walnut tree are located along the property's northern boundary and a blackwood acacia tree is located along the southern property boundary. Existing fencing surrounds the property and a rolling gate opens to provide access to the site via a driveway from Old Santa Rita Road. No sidewalk exists along the front of the property.

Two buildings are located on the subject property. One of the buildings located near the northern property boundary is approximately 2,950-square-feet in size and will be demolished. A second building is approximately 2,400-square-feet in size and will remain for storage of automotive parts. Figure 3 shows photographs of these buildings and the project site.



PROJECT DESCRIPTION

The project proposal consists of the demolition of the approximately 2,950-square-foot building located near the northern boundary of the site and construction of an approximately 6,260-square foot automobile detailing facility. The existing driveway from Old Santa Rita Road will be closed and replaced with standard curb and gutter. A new driveway will be constructed slightly to the north of the existing driveway to provide access to the site.

The new single-story building, approximately 18-feet 8-inches in height, consists of 8 detail bays, office areas, employee facilities, and restroom facilities. The remainder of the site will be improved with parking spaces. A ramp is proposed near the eastern boundary of the site to provide access between the subject property and the adjacent East Bay BMW dealership and service facility located at 4350 Rosewood Drive. Landscaping will be provided along the northern and southern boundaries of the site and London plane trees will be planted along the western (front) property line to match the other London plane trees along Old Santa Rita Road. Figure 4 shows the proposed site plan and Figure 5 shows the floor plan of the proposed facility.

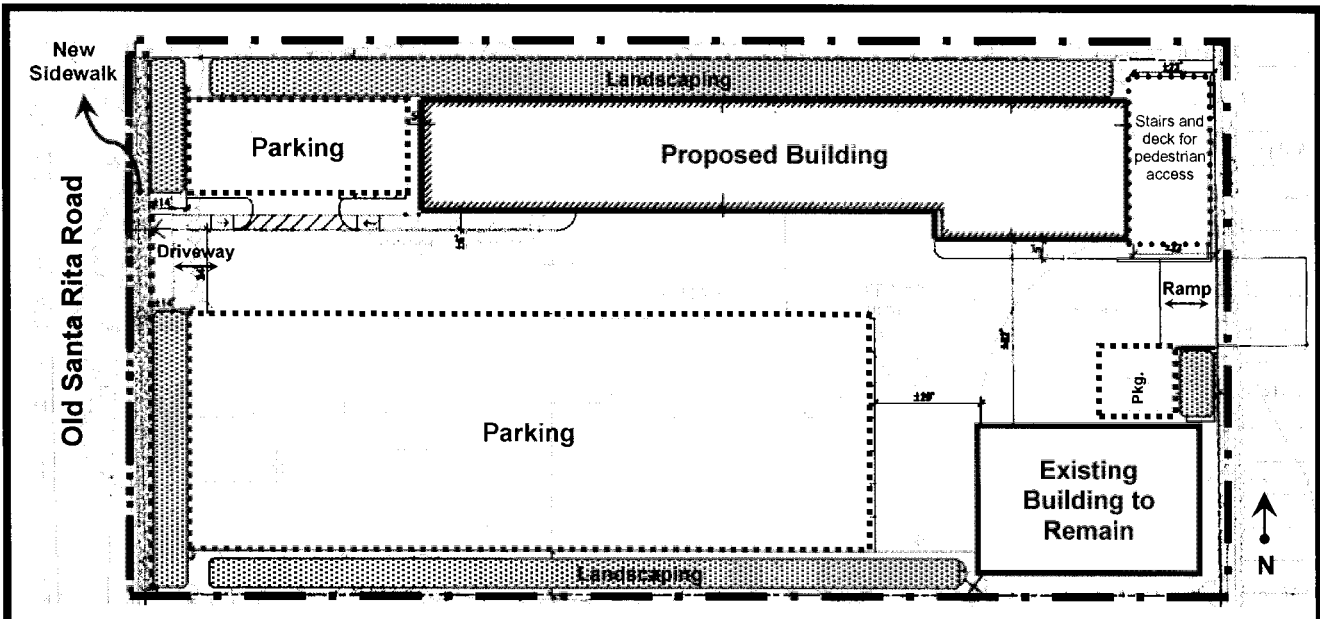


FIGURE 4: Proposed Site Plan

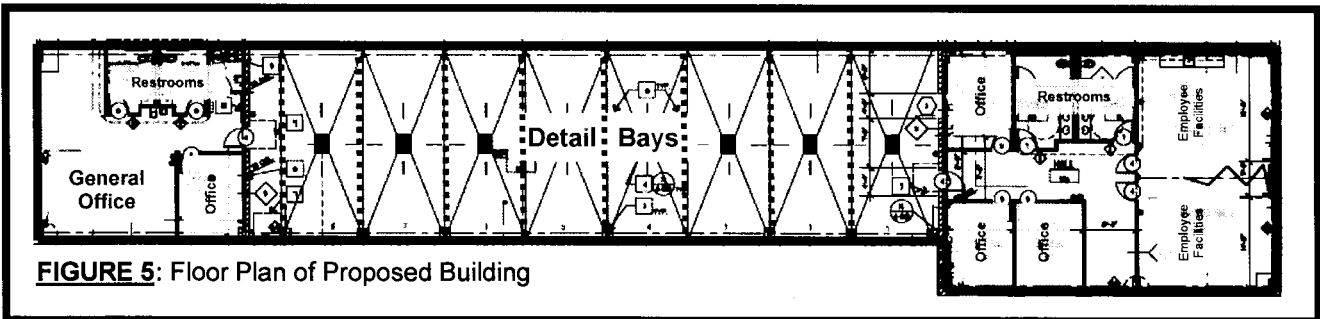


FIGURE 5: Floor Plan of Proposed Building

As mentioned previously in this report, the building to remain will be used for storage of automotive supplies and parts, and this use has been administratively approved. The proposed building will be used for detailing of vehicles (e.g. removing packaging of vehicles and preparing them to sale at the dealership location). Related activities, such as touch-up painting or buffing and polishing of vehicles will also take place in the building. No servicing or washing of vehicles will take place at the subject site. An employee of the dealership will drive the vehicles between the sites via the ramp proposed in the eastern area of the site. No customers will come to the subject site.

A total of 49 parking spaces are proposed. The majority of these spaces are located in the center and along the southern boundary of the site and are primarily intended for parking vehicles that have been delivered to the dealership's existing vehicle storage lot located at 3830 Old Santa Rita Road (a Conditional Use Permit and Design Review for this location was approved by the Planning Commission at the January 26, 2005 meeting – approval documents for these entitlements can be provided upon request). When the vehicles are ready to be detailed, they will be brought to the subject site.

No lighting is shown on the project plans and a condition of approval requires that the applicant provide this information with plans submitted to the Building and Safety Division for permits. Lighting will be required to be directed downwards and shielded to avoid glare to the maximum extent feasible. Hours of operation are proposed to be 7:00 a.m. to 6:00 p.m., Monday – Saturday and are intended to be consistent with those of the service department for the East Bay BMW dealership. Between 12 and 15 employees that work at the East Bay BMW dealership will work at the subject facility.

The proposed building will incorporate several different materials, including: masonry wall, metal wall panels, metal roof, exterior insulation and finish system (E.I.F.S., which consists of substrate, insulation, base coat, and finish coat), and clear glazing for the doors and windows. Colored elevations are part of the project plans, Exhibit B, and are attached to this staff report. A color and materials board will be available at the hearing for the Planning Commission's review. Figures 6a and 6b show the colored elevations of the proposed building.

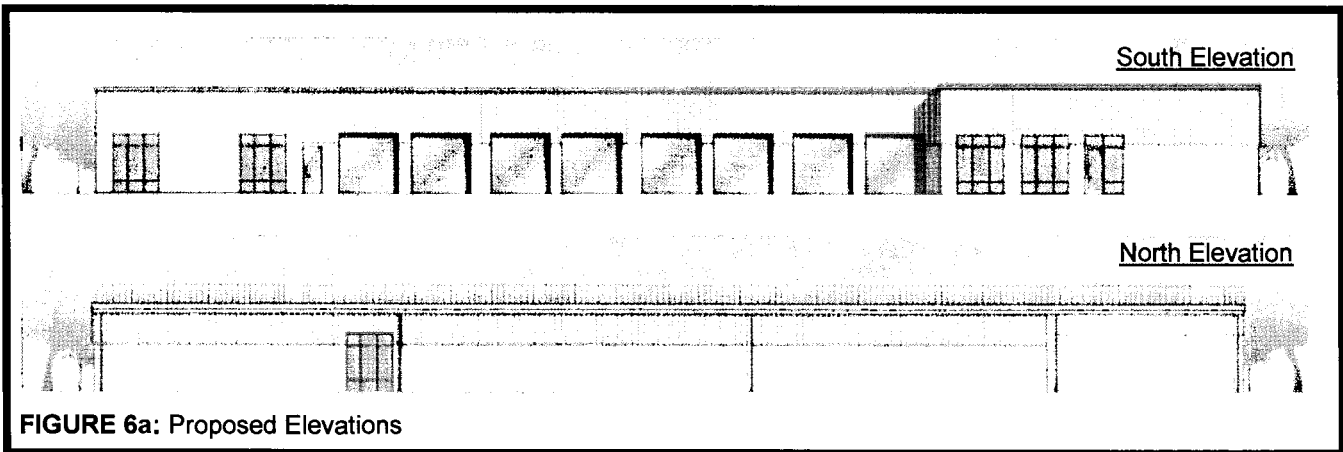
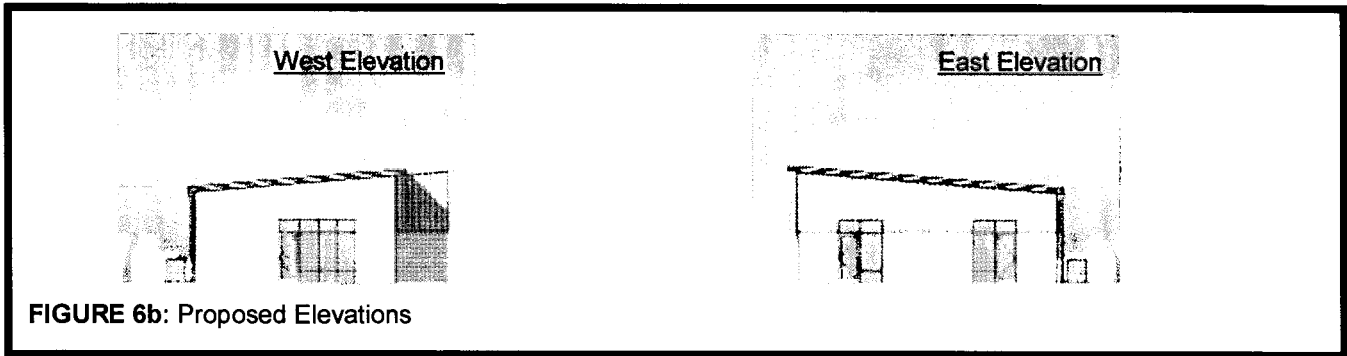


FIGURE 6a: Proposed Elevations



The southern façade faces the parking lot and includes doors and windows to the entry area and employee training room and also features the roll-up doors for vehicles to enter the 8 detail bays. The western and eastern façades includes the pedestrian entries and exits to the facility. The northern façade faces the residential units located on the adjoining property and features mainly the masonry wall, E.I.F.S., and clear glazing; no pedestrian or vehicular entries are proposed on the north façade. The roof is a proposed as a shed-style roof and slopes “up” from north to south, resulting in a peak height of approximately 18-feet 8-inches along the southern side and a height of approximately 15-feet 2-inches along the northern side of the building.

ANALYSIS

The following sections serve to evaluate the proposed project with respect to land use, development standards, and other considerations such as parking, grading and drainage, and architectural design.

Land Use

General Plan Consistency

The subject parcel is designated Retail/Highway/Service Commercial/Business and Professional Offices by the Land Use map in the General Plan. This land use designation allows for commercial uses and therefore the use of the subject property as proposed is consistent with this land use designation. Additionally, the project is consistent with the following goals, policies, and programs of the Land Use Element and the Economic and Fiscal Element of the General Plan:

- L.U. Program 2.2: Encourage the reuse of vacant and underutilized parcels and buildings within existing urban areas.
- L.U. Policy 4: Allow development consistent with the General Plan Land Use Map.
- E.F. Goal 2: Sustain the community's quality of life with a vigorous and diverse economy.
- E.F. Policy 5: Focus City efforts on supporting and assisting Pleasanton businesses success.

The project is consistent with these goals, policies, and programs in that the construction of the new building will provide additional space for the function of the existing East Bay BMW automobile dealership. The proposal will further the operational efficiency of the dealership, resulting in improved service to its customers. Additionally, the use of the property for automobile-related uses is consistent with the General Plan and is also compatible with surrounding businesses since similar uses currently exist in the vicinity and in other locations along Old Santa Rita Road and Rosewood Drive. The site is currently underutilized and the proposed project will allow development on a lot that is currently within an urbanized area of the City.

Zoning

The subject property is zoned Planned Unit Development – Service-Commercial District (PUD-C-S). The subject application establishes the proposed use as a permitted use subject to the operational parameters proposed by the applicant and subject to the conditions of approval for the project.

Site Plan

The site plan for the proposed project is provided on Sheets C1 and A-1.0 of the project plans, attached to this report as Exhibit B. The location of the proposed building is similar to where the existing building is located. A new 24-foot wide driveway is proposed from Old Santa Rita Road and provides access to the parking area to the west of the subject building and the “product” parking area near the southern portion of the site. The proposed ramp near the eastern side of the property provides access between the subject site and the East Bay BMW dealership and service facility on the adjoining property at 4350 Rosewood Drive. The California black walnut trees along the front the property will be removed to accommodate construction of a new sidewalk and London plane trees will be planted along the western boundary of the property. Additional landscaping will be provided along the western, northern and southern property lines to provide screening of the site and the building. Overall, staff finds that the site plan is appropriate.

Demolition

The proposed project scope entails the demolition of the existing structure located near the northern boundary of the site as shown in Figure 7.



FIGURE 7: Photograph of building to be demolished

The structure or surrounding neighborhood is not identified as a historic resource in Table 7-3 of the Conservation Element in the General Plan, and is also not under review by the Historic Preservation Task Force. Staff does not believe the structure has historic significance and therefore the demolition is appropriate given the scope of the proposed project.

Development Standards

A PUD development plan allows flexibility in applying Pleasanton Municipal Code (P.M.C.) standards in order to achieve a better overall plan for the site and the area. The following sections describe the proposed setbacks, floor-area-ratio, and building height for the proposed project and how the proposal compares to the standards outlined in the C-S district of the P.M.C.

Setbacks

Table 1 below shows the required setbacks in the C-S district and the proposed setbacks for the new building. The proposed project exceeds the minimum setback requirements of the C-S district.

TABLE 1: Setback Chart

	SETBACK REQUIREMENT IN C-S DISTRICT PER P.M.C.	PROPOSED BUILDING
Front (West)	10-feet	78-feet 6-inches
Rear (East)	10-feet	22-feet
Left Side (North)	None	11-feet 4-inches
Right Side (South)	None	97-feet (52-feet to existing building)

Floor-Area-Ratio

The proposed building is approximately 6,260-square-feet and the existing building to remain is approximately 2,400-square-feet, for an aggregate of 8,660-square-feet. The site is approximately 43,273-square feet, resulting in a proposed floor-area-ratio (F.A.R.) of 20%. Although the PUD-Development plan allows for flexibility of the Pleasanton Municipal Code standards, the proposed F.A.R. is well within the 100% maximum permitted in the C-S district.

Building Height

The tallest portion of the proposed building is the parts storage area at 18-feet 8-inches, which is within the 40-foot maximum permitted in the C-S district.

Landscaping, Tree Removal, and Tree Mitigation

Sheet L1.0 provides a plan for the proposed landscaping on the site. The landscaping plan shows 24-inch box size Red Sunset Maple trees along the northern and southern property lines and various shrubs and perennials (including Coffeeberry, Bottlebrush, Yellow Flowering Fortnight lilies and Variegated Fortnight lilies) in planting areas. Plants in the bioswale areas include Little Rev Dianella, Elk Blue California Rush, Breeze Lomandra, and Alkali Sacaton. Since Red Sunset Maple trees are deciduous, and this landscaping is in part intended to provide screening from adjacent properties, a condition of approval requires plans submitted for permits to the Building and Safety Division to be revised to show an evergreen tree species instead of the Red Sunset Maple trees.

An arborist report prepared by HortScience (attached to this staff report as Exhibit C) identifies several other trees on the subject property and adjacent property. These include a Siberian elm located adjacent to the northern fence, a blackwood acacia located adjacent to the existing metal building, and a holly oak and California black walnut located on the property to the north adjacent to the mutual property line. The arborist report indicates that the blackwood acacia tree (identified as tree number 117 in the report and valued at \$400) near the southern property line has poor structure and should be removed. The arborist report also indicates that only 2 of the existing 5 California black walnut trees along the western property will need to be removed to accommodate a new driveway. However, with the construction of a new sidewalk, it is likely that most of the California black walnut trees adjacent to the western property line will need to be removed. The California black walnut tree identified as number 115 (valued at \$2,750) in the arborist report appears to be located on the adjacent property, and thus its removal will require coordination this property's owner prior to removal.

The aggregate value of the 3 California black walnut trees (identified as tree numbers 112, 113, and 114 in the arborist report) and 1 blackwood acacia tree (number 117) that would be removed is \$11,550.

Overall, staff finds that the proposed landscaping adequately mitigates the trees to be removed and is appropriate for the site, particularly given that emphasis is given to landscaping areas adjacent to public right-of-way and adjacent properties.

Fencing

The site currently has a rolling fence consisting of chain link material with vertical slats along the front property line. Barbed wire is along the top of this fence. The southern property line is delineated with a wooden fence and the northern property line is delineated with a chain link fence similar in appearance to that of along the front property line (chain link with vertical slats and barbed wire). The project plans indicate that the existing fencing along the northern property line will remain. However staff has indicated to the applicant that some of the fencing on the site, particularly that along the northern property line adjacent to the residential uses, is significantly dilapidated and in need of replacement. The applicant has agreed to replace the northern property line fence and a condition of approval requires that a fence plan be provided with plans submitted to the Building and Safety Division for review and approval by the Director of Community Development. Proposed fencing along and near the front of the property will be required to meet sight-

distance requirements as determined by the City Traffic Engineer and allow for adequate space for vehicles to pull into the property without blocking or impeding traffic on Old Santa Rita Road. Additionally, the applicant will be required to post a stop sign at the driveway exit for vehicles exiting the subject site onto Old Santa Rita Road.

Design and Architecture

Architecture, Colors and Materials

The design and architecture of the proposed building includes various materials and finishes, including glazing to reduce the perceived mass of the structure. Colors and materials for the project are depicted on color renderings provided by the applicant (please refer to Figures 6a and 6b in this report and Sheet A-3.0 of the project plans) and samples of the colors and materials will be provided at the hearing for the Planning Commission's review.

The exterior of the proposed building will consist of mainly off-white colors. The E.I.F.S. will be "bone white" and the masonry block exterior and metal wall panels will be Sherwin Williams "SW 7003" Toque White. These colors are compatible with the existing building on the site, which has an off-white vertical metal siding exterior.

Lighting

As mentioned previously in this report, the project plans do not include lighting for the site. A condition of approval requires that specifications for lighting be provided in conjunction with plans submitted to the Building and Safety Division for permits and are subject to the review and approval of the Director of Community Development.

Parking, Traffic, and Circulation

The total number of parking spaces proposed on the site is 49, inclusive of 1 ADA-compliant space near the pedestrian entry of the proposed building. The applicant estimates that between 12 and 15 employees will work at the subject location.

Pleasanton Municipal Code section 18.88.030(C) requires that commercial service enterprises which handle only bulky merchandise such as motor vehicles require one space for each 500 square feet of gross floor area, except for floor area used exclusively for storage or truck loading. If these standards were to be applied to the business, then 13 parking spaces would be required for the new building based on 6,260 proposed square feet. These parking requirements do not take into account any parking spaces required for automobile parts storage or parking used for vehicle storage.

The purpose of the parking spaces at the site is for vehicle storage and since customers will not be coming to the subject facility, staff finds the number of parking space adequate for the number of employees anticipated to work at the subject facility. Furthermore, the ramp proposed between the subject property and the East Bay BMW site will allow the business operator to maneuver vehicles between sites without having to utilize Old Santa Rita Road or Rosewood Drive. The proposed driveway has been reviewed by the City Traffic Engineering Division and the Livermore-Pleasanton Fire Department for adequate access.

Noise

The subject site is located adjacent to and across the street from other commercial and office uses. These other uses and automobile-related uses, including the existing East Bay BMW dealership, the Avis Rent-a-Car facility, and automobile dismantling business contribute to the ambient noise level. Other conditions also contribute to the ambient noise level, including traffic on Old Santa Rita Road, Rosewood Drive, and Interstate-580. The detailing and vehicle storage function is not expected to substantially increase the existing noise level on the property. Additionally, no large machinery is proposed as part of the operation and hand-held tools will be used for minor buffing or polishing activities. Further, the doors to the detail bays face south, away from the residential uses located on the property directly to the north of the subject property. The operation of the use will be required to meet the City's noise ordinance, which stipulates that the business not be allowed to produce a noise level in excess of 70 dBA at any point outside of the property plane.

Sidewalks

The applicant will be required to install a monolithic sidewalk along the front (western) boundary of the property. The new sidewalk will be a continuation of the sidewalk located along the front of the property located directly to the south of the subject property. Additionally, a condition of approval requires that the applicant dedicate an 8-foot wide public service easement (PSE) along the front of the property to the City.

Grading and Drainage

As mentioned in the "Site Description" section of this staff report, the site is relatively flat, ranging from approximately 346.4 feet near Old Santa Rita Road to approximately 344.8 feet near the eastern portions of the site. The proposed project will not substantially change the existing topography. A preliminary grading and utility plan is included as part of Exhibit B as Sheet C2. This plan also indicates that several best-management practices are proposed for purposes of storm water quality control. Vegetated swales are proposed along the north and southern property lines to help intercept and treat runoff from paved areas.

The City Engineering Division has reviewed the preliminary grading and drainage plan and finds it to be generally acceptable. An existing public service easement along the western boundary of the East Bay BMW site allows a storm drain connection from the subject property to this area. A condition of approval requires the project to meet the requirements of current Municipal Regional Stormwater NPDES Permit.

Signage

No signage is proposed with the current application and the applicant does not anticipate incorporating signage into the proposal. However, if signage is proposed at the later date, it will be subject to review by the Director of Community Development.

PUD CONSIDERATIONS

The Zoning Ordinance of the Municipal Code sets forth purposes of the Planned Unit Development District and considerations to be addressed in reviewing a PUD development plan. The Planning Commission must find that the proposed PUD development plan

conforms to the purposes of the PUD District, as listed below, before making its recommendation to the City Council.

1. Whether the plan is in the best interests of the public health, safety, and general welfare:

The proposed project, as conditioned, meets all applicable City standards concerning public health, safety, and welfare. Since the operation of the site entails only employees of the automobile dealership, it will not generate excessive traffic. Further, the proposed development is compatible with the adjacent uses and the building is in keeping with the scale of adjacent structures. Setbacks will be provided between the subject building and buildings on adjacent properties. Therefore, staff believes this finding can be made.

2. Whether the plan is consistent with the City's General Plan and any applicable specific plan:

The site is designated Retail/Highway/Service Commercial/Business and Professional Offices in the General Plan. The proposed development and use of the property is consistent with this General Plan land use designation since it is for a commercial purpose. The project will further several General Plan policies and programs since the project will enhance the operational efficiency of the dealership, resulting in improved service to its customers. The project will also result in the utilization of an urbanized site. The project site is not located within the area of a Specific Plan. Therefore, staff believes this finding can be made.

3. Whether the plan is compatible with previously developed properties in the vicinity and the natural, topographic features of the site:

The project site is surrounded by primarily commercial uses; however residential uses are located directly to the north of the subject property. Since the business operation entails detailing and vehicle storage, it is not expected to result in adverse impacts to surrounding businesses and residential units. The topography of the site will not be substantially altered and the proposed building is of appropriate scale when compared with neighboring structures. Therefore, staff believes this finding can be made.

4. Whether grading takes into account environmental characteristics and is designed in keeping with the best engineering practices to avoid erosion, slides, or flooding to have as minimal an effect upon the environment as possible.

As described in this report, the site is relatively flat and the project is not expected to result in substantial soil erosion or loss of topsoil. Conditions of approval will require that the project comply with stormwater runoff requirements and applicable measures. Figure 5-5 of the Safety Element in the General Plan indicates that the site is not located within an Alquist-Priolo Earthquake Fault Zone. Figure 5-7 of the Safety Element of the General Plan indicates that the subject property is not located in a flood hazard zone. Therefore, staff believes this finding can be made.

5. Whether streets and buildings have been designed and located to complement the natural terrain and landscape:

The project site is in an urbanized area of the City and therefore no new streets will be required for the project scope. The site is currently served by Old Santa Rita Road. Additionally, the site terrain is relatively flat. Existing landscaping required to be removed for the installation of a sidewalk will be replaced with species that are more consistent with the type of landscaping seen on Old Santa Rita Road. The proposed building has been designed to be compatible with the scale of surrounding structures. Therefore, staff believes this finding can be made.

6. Whether adequate public safety measures have been incorporated into the design of the plan:

The project will be required to meet the requirements of California Building Code and conditions of approval for the project will require that the project meet or exceed seismic requirements. The project will be required to also meet other applicable code requirements related to noise, energy, and accessibility. Adequate access is provided to the site and the proposed structure via a new driveway from Old Santa Rita Road. Therefore, staff believes this finding can be made.

7. Whether the plan conforms to the purposes of the PUD District:

The proposed PUD development plan conforms to the purposes of the PUD district. One of these purposes is to provide a mechanism whereby the City can designate parcels and areas requiring special consideration regarding the manner in which development occurs. The subject site is located on Old Santa Rita Road and is in the vicinity of other automobile related uses. The development and use of the subject property as proposed furthers the operational efficiency of the East Bay BMW dealership and service facility located on the adjoining parcel to the east. Therefore, staff believes this finding can be made.

PUBLIC NOTICE

Notices regarding the proposed PUD-Development plan application and related public hearing were mailed to the surrounding property owners and tenants within a 1,000-foot radius of the project site. A map showing the noticing area is attached to this report. The public notice was also published in *The Valley Times*.

Staff received an email (attached to this report as Exhibit E) from Mr. Tim Massie, business operator for Iron Horse Nutrition located in the Rose Pavilion shopping center. Mr. Massie communicated a concern regarding parking for employees of Hendrick Automotive Group. The applicant has confirmed that employees will continue to be shuttled to the subject site from a remote parking lot, and that the subject project is an internal and ancillary operation to the existing dealership. Further, no new employees are anticipated for the proposed detail building, as any new staff is expected to work both at the adjacent East Bay BMW dealership and the subject site. A condition of approval for this application requires that employee parking be provided on a property owned or operated by Henderick Automotive Group.

ENVIRONMENTAL ASSESSMENT

This project is categorically exempt from environmental review pursuant to California Environmental Quality Act Guidelines, Section 15303, New Construction, Class 3. Therefore, no environmental document accompanies this report.

CONCLUSION

The subject application will allow the use and operation of a detailing and vehicle storage facility at the subject site. The operation will enhance the efficiency of the automobile dealership located directly to the east of the subject property and will provide an enclosed building for automobile detailing services. The scale and design of the proposed building is compatible with the surrounding development, and the use as proposed is compatible with surrounding businesses.

STAFF RECOMMENDATION

Staff recommends that the Planning Commission:

1. Find that the proposed PUD rezoning and development plan are consistent with the General Plan;
2. Make the PUD findings for the proposed development plan as listed in the staff report; and
3. Adopt a resolution recommending approval of Case PUD-89, development plan approval to demolish an approximately 2,950-square-foot building and the construct an approximately 6,260-square-foot building to provide automotive detailing services, an inventory parking lot, and related site improvements, subject to the conditions of approval listed in Exhibit A, and forward the application to the City Council for public hearing and review.

Staff Planner: Shweta Bonn; (925) 931-5611, sbonn@cityofpleasantonca.gov

EXHIBIT B

RECEIVED

APR 25 2012

HORT SCIENCE



April 4, 2012

Mr. Greg Hartley
EMH&T
301 McCullough Drive, Suite 109
Charlotte, NC 28262

CITY OF PLEASANTON
PLANNING DIVISION

RUD - 89

Subject: **DRAFT Arborist Report**
3932 Old Santa Rita Rd., Pleasanton

Dear Mr. Hartley:

EMH&T is planning to redevelop the lot at 3932 Old Santa Rita Road. Currently, the site contains a small office building, a metal shed and the foundations of demolished out-buildings. The City of Pleasanton requires an **Arborist Report** as part of the project submittals. HortScience, Inc. was asked to visit the site, inspect the trees, and assess the potential impacts of the proposed construction. This letter responds to that request.

Description of Trees

I visited the site on March 14, 2012. Eight (8) trees were assessed on the site. Descriptions of trees are provided in the **Tree Assessment Form** and locations are shown on the **Tree Assessment Map** (see attachments)

Existing conditions at the site included a small office building along the north side of the property and a metal shed in the southeast corner. The driveway onto Old Santa Rita Rd. was located in the southwest corner of the site, and concrete pads from small out-buildings were located in the northeast corner. Two (2) of the trees were located just off-site in the northeast corner (#118 and 119), with portions of their crowns extending onto the site.

Following are brief descriptions of the trees:

- Trees #112 - 115 were California black walnuts (*Juglans hindsii*) growing between the curb and the existing fence on Old Santa Rita Road. The trees ranged from 17 – 25" in diameter and were in poor to good condition. All were in close proximity to the curb and most had some amount of fill at their bases. Most notably, tree #114 was in poor condition, with extensive trunk decay. The western stem had been removed and what remained extended northeast over the development site.
- Tree #116 was a young Siberian elm (*Ulmus pumila*) planted in a small landscape area between the northern fence and the back of the existing concrete pad. The tree was in good health with good structure. However, the tree had lifted the adjacent concrete by approximately 6".
- Tree #117 was a young blackwood acacia (*Acacia melanoxyton*) growing against the metal shed in the southeast corner. The tree was in fair condition, but had poor structure. Two trunks emerged at the base and had twisted around one another. There was a large basal wound on one of the trunks.

- Trees #118 and 119 were off-site in the northeast corner. Tree #118 was a young holly oak (*Quercus ilex*) in good condition. The tree had a full crown that extended 9' over the fence. Tree #119 was a California black walnut in fair condition. The tree was engulfed in ivy and I could not thoroughly assess its structure (photo 1). A low lateral limb extended 22' south onto the development property (yellow arrow).

Photo 1: Off-site California black walnut #119 was engulfed in ivy. The diameter was estimated and I could not adequately assess the structure of the tree. The tree extended 22' over the fence line onto the development site.



The five (5) California black walnuts (#112-115 and 119) met the City of Pleasanton criteria for a Heritage status (Tree Preservation Ordinance, Chapter 17.16: trees 18" in diameter and larger, or 35 in height or greater).

Evaluation of Impacts

Appropriate tree retention develops a practical match between the location and intensity of construction activities and the quality and health of trees. The **Tree Assessment** was the reference point for tree condition and quality. Potential impacts from construction were evaluated using the Preliminary Site Plan provided by EMH&T, Inc. dated January 2012. Building, driveway and parking lot footprints were shown on the plan but accurate trunk locations, grading, drainage and utility information were not included.

The plan proposed the following improvements:

- The existing office building and concrete pads will be demolished.
- The existing metal shed in the southeast corner will be retained.
- The existing driveway will be demolished and a new drive constructed closer to the center of the site.
- A new office building will be constructed along the northern edge.
- The remainder of the site will be converted to parking.

Based on my assessment of the plans, I recommend removal of three (3) trees, including two (2) impacted by the new driveway (#113 and 114), and one (1) due to poor structure (#117).

I recommend preservation for the remaining five (5) trees (#112, 115, 116, 118 and 119), provided recommendations included in the **Tree Preservation Guidelines** (following page) can be followed. Recommended actions for each tree are provided in Table 1, following page.

Tree #116 may require some amount of root pruning once the existing concrete is removed. Off-site trees #118 and 119 will require pruning to provide construction clearance. Pruning of off-site trees must be done with the property owner's permission.

Table 1. Recommendations for Action.
3932 Old Santa Rita Rd., Pleasanton CA.

Tree No.	Common Name	Trunk Diameter	Heritage?	Recommendation for Action
112	Calif. black walnut	22,14	Yes	Preserve , outside impacts.
113	Calif. black walnut	19	Yes	Remove, within new driveway.
114	Calif. black walnut	25	Yes	Remove, impacted by new driveway.
115	Calif. black walnut	17,13	Yes	Preserve , outside impacts.
116	Siberian elm	12	No	Preserve , 10' north of new parking lot.
117	Blackwood acacia	12	No	Remove, poor structure.
118	Holly oak	9	No	Preserve , off-site.
119	Calif. black walnut	18	Yes	Preserve , off-site.

Appraisal of value

As part of their development application requirements, the City of Pleasanton requires the value of all the trees be established. In appraising the value of the trees, I employed the standard methods found in ***Guide for Plant Appraisal***, 9th edition (published in 2000 by the International Society of Arboriculture, Savoy IL). In addition, I referred to ***Species Classification and Group Assignment*** (2004), a publication of the Western Chapter of the International Society of Arboriculture. These two documents outline the methods employed in tree appraisal.

The value of landscape trees is based upon four factors: size, species, condition and location. Size is measured as trunk diameter, normally 54" above grade. The species factor considers the adaptability and appropriateness of the plant in the East Bay area. The ***Species Classification and Group Assignment*** lists recommended species ratings. Condition reflects tree health and structural integrity as documented during my site visit. The location factor considers the site, placement and contribution of the tree in its surrounding landscape. In this case, the trees are growing in a commercial/industrial area of Pleasanton.

Based upon the factors listed above, I appraised the value of the five (5) trees recommended for preservation at \$ 14,450 (Table 2, following page).

Based upon the factors listed above, I appraised the value of the three (3) trees recommended for removal at \$6,450 (Table 3, following page).

**Table 2: Appraised value of trees to be preserved
3932 Old Santa Rita Rd., Pleasanton**

Tree No.	Species	Trunk diameter (in.)	Appraised value (\$)
112	Calif. black walnut	22,14	5,100
115	Calif. black walnut	17,13	2,750
116	Siberian elm	12	450
118	Holly oak	9	1,850
119	Calif. black walnut	18	4,300
Total			\$14,450

**Table 3: Appraised value of trees to be removed
3932 Old Santa Rita Rd., Pleasanton**

Tree No.	Species	Trunk diameter (in.)	Appraised value (\$)
113	Calif. black walnut	19	550
114	Calif. black walnut	25	5,500
117	Blackwood acacia	7,7	400
Total			\$6,450

Tree Preservation Guidelines

The goal of tree preservation is not merely tree survival during development but maintenance of tree health and beauty for many years. Trees retained at 3932 Old Santa Rita Rd. site that are either subject to extensive injury during construction or are inadequately maintained become a liability rather than an asset. The response of individual trees will depend on the amount of excavation and grading and the construction methods.

The following recommendations will help reduce impacts to trees from development and maintain and improve their health and vitality through the clearing, grading and construction phases.

Design recommendations

1. Any changes to the plans affecting the trees shall be reviewed by the Consulting Arborist with regard to tree impacts. These include, but are not limited to, demolition plans, site plans, improvement plans, utility and drainage plans, grading plans, and landscape and irrigation plans.
2. Have the vertical and horizontal locations of all the trees identified for preservation established and plotted on all plans.
3. A **TREE PROTECTION ZONE** shall be established around each tree to be preserved. No grading, excavation, construction or storage of materials shall occur within that zone. For design purposes, the **TREE PROTECTION ZONES (TPZ)** shall be established at the dripline of all trees identified for preservation.
4. **Tree Preservation Notes**, prepared by the Consulting Arborist, should be included on all plans.

5. Any herbicides placed under paving materials must be safe for use around trees and labeled for that use.
6. Irrigation systems must be designed so that minimal trenching will occur within the **TREE PROTECTION ZONE**.

Pre-construction treatments and recommendations

1. Fence all trees to be preserved to completely enclose the **TREE PROTECTION ZONE** prior to demolition, grubbing or grading. Fences shall be 6 ft. chain link or equivalent as approved by the City. Fences are to remain until all grading and construction is completed.
2. Off-site trees #118 and 119 will require pruning to provide construction clearance. Pruning of off-site trees must be done with the property owner's permission.
3. Prune the trees to provide demolition and construction clearances. Pruning should focus on clearance and avoid removal of live material. All pruning shall be completed by a Certified Arborist or Tree Worker and adhere to the latest edition of the ANSI Z133 and A300 standards as well as the *Best Management Practices -- Tree Pruning* published by the International Society of Arboriculture.

Recommendations for tree protection during construction

1. Demolition of the existing concrete pad to the south of tree #116 will require temporarily removing the Tree Protection Fencing. Equipment shall operate from on the concrete pad, working slowly to pull concrete away from the tree. Once the concrete has been removed, the Tree Protection Fencing shall be re-established at the dripline to the south.
2. No grading, construction, demolition or other work shall occur within the **TREE PROTECTION ZONE**. Any modifications must be approved and monitored by the Consulting Arborist.
3. Tree #116 is expected to require some amount of root pruning following the removal of the existing concrete pad to the south. Any root pruning required for construction purposes shall receive the prior approval of, and be supervised by, the Consulting Arborist.
4. If injury should occur to any tree during construction, it should be evaluated as soon as possible by the Consulting Arborist so that appropriate treatments can be applied.
5. No excess soil, chemicals, debris, equipment or other materials shall be dumped or stored within the **TREE PROTECTION ZONE**.
6. Any additional tree pruning needed for clearance during construction must be performed by a Certified Arborist and not by construction personnel.

If you have any questions regarding my observations or recommendations, please feel free to contact me.

Sincerely,

A handwritten signature in black ink that reads "John Leffingwell". The signature is written in a cursive style with a large, looped "J" and "L".

John Leffingwell
Board Certified Master Arborist #WE 3966B
Registered Consulting Arborist #442

Attached: *Tree Assessment Form*

 Tree Assessment Map

Tree Assessment

3932 Old Santa Rita Rd.
Pleasanton, California
March 2012



TREE No.	SPECIES	SIZE DIAMETER (in inches)	HERITAGE?	CONDITION 1=POOR 5=EXCELLENT	SUITABILITY FOR PRESERVATION	COMMENTS
112	Calif. black walnut	22,14	Yes	3	Moderate	Multiple attachments at 4'; large branch wound N.; 6" from back of curb; fill at base.
113	Calif. black walnut	19	Yes	4	Moderate	Codominant trunks at 6'; fair structure; 6" from back of curb; fill at base.
114	Calif. black walnut	25	Yes	1	Poor	Large stem removed at 8'; extensive trunk decay; weight NW.
115	Calif. black walnut	17,13	Yes	4	Good	Codominant trunks at 1'; small lateral W.; fill at base.
116	Siberian elm	12	No	5	Moderate	Codominant trunks at 21'; upright form; growing against & displacing concrete slab 6".
117	Blackwood acacia	7,7	No	3	Poor	Codominant trunks at base; trunks twisted around each other; basal wound.
118	Holly oak	9	No	5	Good	Off-site, no tag; good form and structure; extends 9' S. over fence.
119	Calif. black walnut	18	Yes	3	Moderate	Off-site, no tag; engulfed in ivy; low lateral S.; extends 22' S. over fence.

Tree Assessment Map

3932 Old Santa Rita Road
Pleasanton, CA

Prepared for:
EMH&T
Charlotte, NC

March 2012

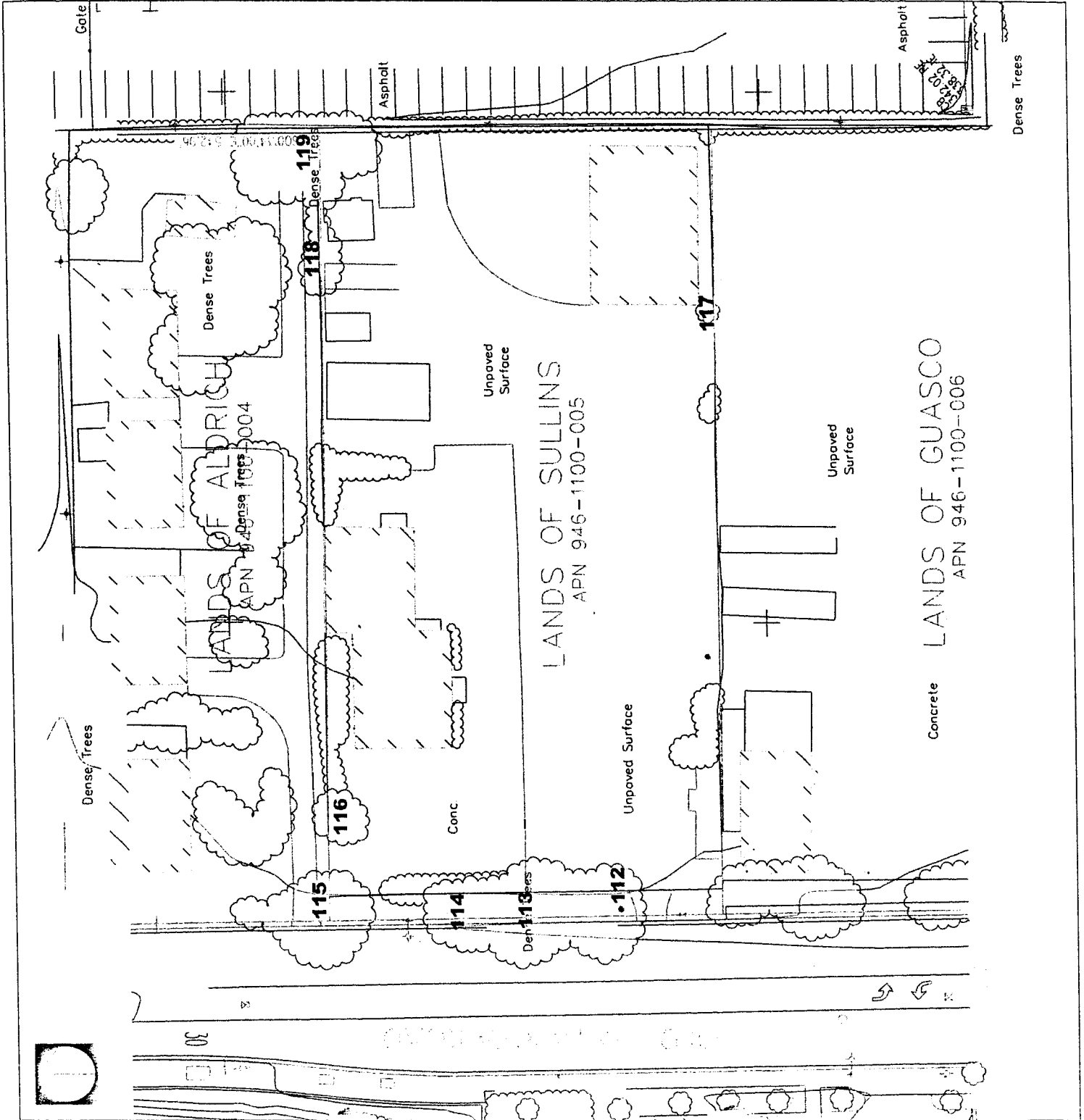
No Scale

Notes:
Base map provided by:
Kier & Wright
Livermore, CA

Numbered tree locations
are approximate.



325 Ray Street
Pleasanton, CA 94566
Phone: 925-464-0211
Fax: 925-464-0596
www.hortscience.com



CITY COUNCIL OF THE CITY OF PLEASANTON

ALAMEDA COUNTY, CALIFORNIA

ORDINANCE NO. 1178

APPROVING THE APPLICATION OF RICHARD GUASCO TO REZONE APPROXIMATELY ONE ACRE LOCATED AT 3932 OLD SANTA RITA ROAD FROM THE "C-S" (COMMERCIAL SERVICE) DISTRICT TO THE "PUD (PLANNED UNIT DEVELOPMENT)-COMMERCIAL SERVICES" DISTRICT

WHEREAS, Richard Guasco applied to have an approximately one acre site located at 3932 Old Santa Rita Road rezoned from the "C-S" (Commercial Service) District to the "PUD (Planned Unit Development)-Commercial Service" District; and

WHEREAS, based on the Initial Environmental Study indicating no significant adverse effects on the environment, a negative declaration was adopted by Council on January 22, 1985; and

WHEREAS, Council received the Planning Commission's recommendation for approval of the rezoning; and

WHEREAS, a duly noticed public hearing was held on January 22, 1985; and

WHEREAS, the City Council finds that this rezoning is consistent with the General Plan policies of the City of Pleasanton;

THE CITY COUNCIL OF THE CITY OF PLEASANTON DOES HEREBY ORDAIN AS FOLLOWS:

Section 1: Approves the rezoning of an approximately one acre site located at 3932 Old Santa Rita Road rezoned from the "C-S" (Commercial Service) District to the "PUD (Planned Unit Development)-Commercial Service" District, subject to the following conditions:

- a. That all allowed and conditionally allowed uses on the subject property shall be those of the C-S District except that auto wrecking shall be an additional conditionally allowed use on the property.
- b. That the northern parcel of property on Old Santa Rita Road owned by Mr. Guasco (APN 946-1100-20 and 21) shall be vacated prior to establishment of an automobile wrecking facility on the subject site.

Section 2: The Zoning Map of the City of Pleasanton dated April 18, 1960, on file with the City Clerk, designating

and dividing the City into zoning districts is hereby amended by Zoning Unit Map #301, attached hereto as Exhibit "A" dated January 22, 1985, and incorporated herein by reference.

Section 3: The City staff is directed to cause a Notice of Determination to be filed pursuant to Section 5.4(g) of Resolution No. 77-66.

Section 4: This ordinance shall be published once within fifteen (15) days after its adoption in "The Valley Times" a newspaper of general circulation published in the City of Pleasanton.

Section 5: This ordinance shall be effective thirty (30) days after the date of its final passage and adoption.

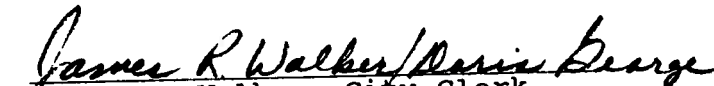
INTRODUCED at a regular meeting of the City Council of the City of Pleasanton on January 22, 1985.

ADOPTED at a regular meeting of the City Council of the City of Pleasanton on February 12, 1985 by the following vote:

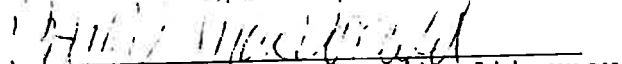
AYES: Councilmembers - Brandes, Butler, Mohr, Wood and Mayor Mercer
NOES: None
ABSENT: None
ABSTAIN: None

ATTEST:


KENNETH R. MERCER, MAYOR

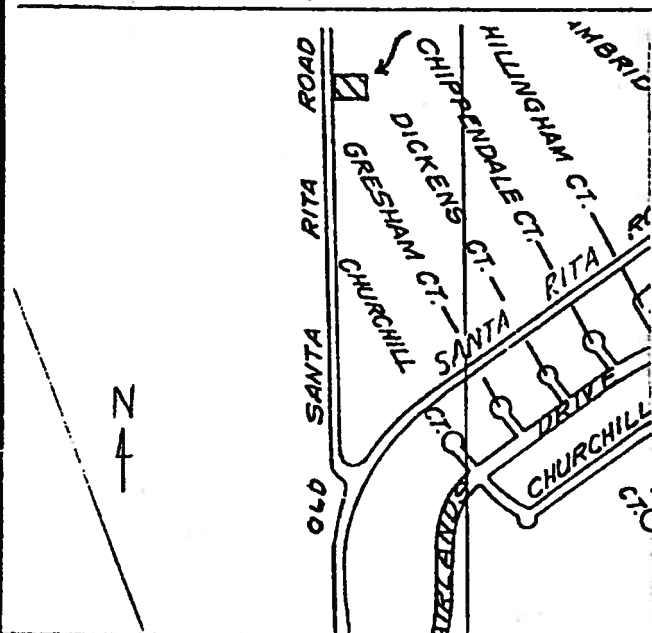

James R. Walker, City Clerk
By Doris George, Deputy City Clerk

APPROVED AS TO FORM:


Peter D. MacDonald, City Attorney

Site rezoned from CS
(Commercial Service) District
to PUD (Planned Unit Develop-
ment)-Commercial Service
District.

1+ acres



CITY OF PLEASANTON
PLANNING DEPARTMENT

ORDINANCE No. 1178
ZONING UNIT No. 301

DRAWN BY: <i>T.P.</i>	APPROVED BY: <i>M. Jones</i>	DATE: <i>1/22/85</i>
CHK'D. BY:	PLANNING DIRECTOR	SEC. NO.1 <i>PUD-84-19</i>
SCALE: <i>1" = 800'</i>		

-----Original Message-----

From: Shweta Bonn
Sent: Wednesday, August 15, 2012 8:59 AM
To: Tim Massie
Subject: RE: PUD-89

Good morning Tim,
Thank you for your email - a copy will be provided to the applicant. A condition for this project will require that employee parking be provided on private property owned or operated by Hendrick Automotive Group, as they have shuttled employees from other properties they own/operate to various dealership sites. I have asked the applicant to verify that this will be the case with the subject project. The proposed project is supposed to be ancillary to the existing BMW dealership and is intended to function for detailing, automotive parts storage, and product parking.
Shweta.

From: Tim Massie
Sent: Monday, August 13, 2012 1:29 PM
To: Shweta Bonn
Subject: PUD-89

Shweta,

I received the notice of public hearing in the mail for the Hendrick Automotive Group's planned improvements. I own Iron Horse Nutrition, which is in Rose Pavilion and back's up to their Mini dealership. There have been ongoing issues related to parking, as they do not provide parking spaces for their employees. This forces their employees to find spots on the local streets or in the shopping center parking lots. If this "improvement" is going to in any way increase the number of employees they have, or negatively impact the minimal amount of parking they provide for their employees, I think the improvement is a bad idea.

Please feel free to check with the property managers at Brixmor (Rose Pavilion property owners) who have their security personnel chase off Hendrick Automotive Group employees from parking at Rose Pavilion on a daily basis. I believe that before Fitness 19 (formerly Express Fitness and Bay Area Family Fitness) moved into their current location at the back of the shopping center, this wasn't an issue since most spaces at this end of the shopping center were vacant. Now, with the gym's exceedingly high volume of customers and the Hendrick Group's employees using the shopping center for employee parking, parking has become a major issue and any changes that add to this issue would not be welcome.

Thanks for considering my input.

--

Tim Massie
Iron Horse Nutrition

STATE 580

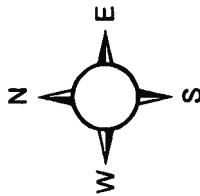
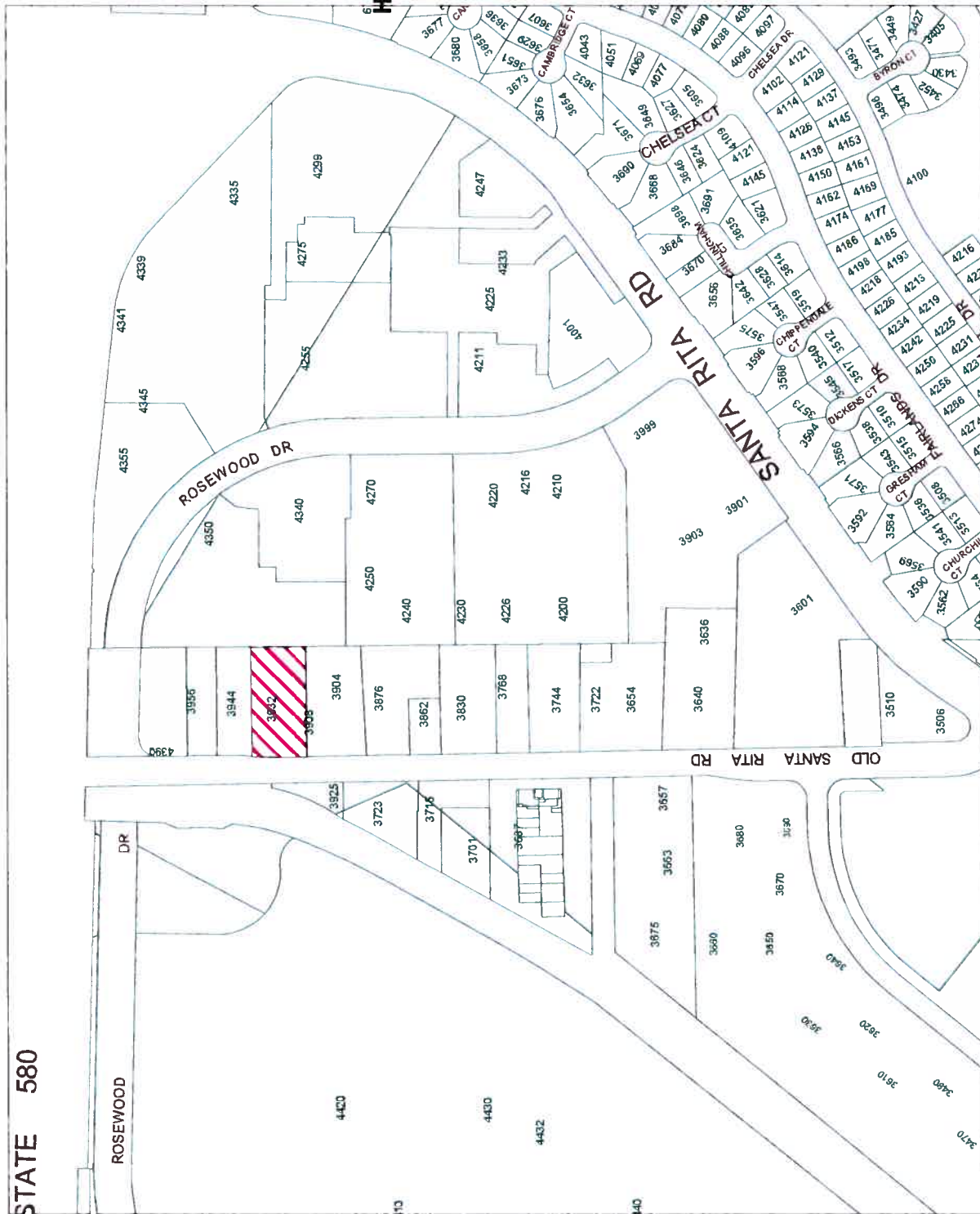
ROSEWOOD DR

PUD-89
City of Pleasanton

GIS

Department

Hendrick Automotive Group



PUD-89

City of Pleasanton

GIS

Department

Hendrick Automotive Group

